



The Fly-By

A Quarterly Newsletter of the Southwest Region

July, 2012



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

Images must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

Credits: In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article.

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

News Highlights From Around the Region

In the second quarter of 2012, SWR continued to advise and support its member wings in the accomplishment of their mission. Texas Wing conducted LESA training. Wings prepared for the hurricane and summer weather, cadet competition, and missions. Extensive flight training took place across the region. Exercise Ardent Sentry was a success, accomplishing significant training objectives, with Louisiana and Texas Wings working together. The region ran the Annual Cadet Competition.

To avoid errors or omissions, I've asked each wing PAO to send in a summary of notable events. They are posted below in the order in which they were received, with my thanks.

Arizona Wing members kept busy this quarter volunteering at air shows in Yuma and Tucson. The color guard had the honor of opening a state legislative session. Arizona Wing members garnered local Phoenix television coverage on Fox News for a surprise presentation of a trip to the Washington DC WWII memorial to a local veteran. Emergency services members were active in SAR training and missions. Glider flights and drug demand prevention activities were also highlights of this quarter's Arizona Wing activities.

Louisiana Wing's annual conference was held in Alexandria, March 23-25. In May, Louisiana and Texas Wings participated in Exercise Ardent Sentry. Also in May, member squadrons ran a display booth and distributed Military Service Appreciation cards during Armed Forces Day and the New Orleans Mayor's Military Advisory Committee Awards Ceremony at the National World War II Museum. Cadets placed flags on the graves at the Port Hudson National Cemetery for Memorial Day observances. Wing cadets participated in the Regional Color Guard Competition held at Barksdale AFB.

Texas Wing hosted CAP's involvement in Ardent Sentry in conjunction with Louisiana Wing, conducted a summer encampment, and 80% of wing powered flight academy students soloed. After winning region, the Texas drill team placed first at the National Cadet Competition. The wing went from 32nd to 16th nationally in aircraft usage; also ordered over 50,000 red ribbons to help support Region 6 Substance Abuse Prevention Services in Texas. The Lone Star Emergency Services Academy (LESA) completed its 5th year,

this time in partnership with Arizona Wing.

Oklahoma Wing's former commander Col. Virginia Keller was selected National Senior Member of the Year. An active member, Col. Keller is currently wing vice commander. In July, Oklahoma will again host a National Power Flight Academy in Shawnee, where qualified cadets will take flying lessons with an opportunity to solo. The Oklahoma Wing will also host visiting IACE cadets. Last year, more than a dozen cadets from around the world visited their CAP counterparts in Oklahoma during a week-long stay.

Arkansas Wing's 42nd Composite Squadron (Little Rock) took part in the Southwest Region Cadet Competition in April. The annual Wing Conference took place in Little Rock along with an exercise in preparation for the CAP-USAF Search-and-Rescue Evaluation (SAREVAL) that took place in June. The 95th Composite Squadron marched in the Texarkana Memorial Day parade and participated in a number of other events that same day, while the 115th Composite Squadron (Rogers) provided an honor guard for the ceremony at the Fayetteville National Cemetery.

New Mexico Wing flew safety patrols over the state's major lakes over the Memorial Day weekend; also, an aircrew made two "finds" on a single mission. Santa Fe's Summer Encampment hosted cadets from New Mexico, Colorado, Texas, and Arizona. The wing staff worked long hours preparing for a Staff Assistance Visit in May, meeting and exceeding standards as attested to by the USAF inspecting team. The Wing also hosted a National Safety College and a National Inspector General College.

To everyone, our congratulations. 🇺🇸

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Safety is Priority One

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: http://www.capmembers.com/safety/safety_education/

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at http://www.capmembers.com/safety/safety_education/
- ***Safety is our Number One Priority.***

How to Submit News Items for this Newsletter

▪ ***Which Articles Are Best?***

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

▪ ***Do I Submit Photos?***

Whenever possible, include images with your article. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

▪ ***If You Have Article Ideas or Suggestions***

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to make a comment about the material published here, please feel free to contact the editor:

awoodgate@austin.rr.com 🇺🇸



Top: (L-R) Capt. Richard D. Shortridge, Maj. William "Les" Manser, and Lt. Col. William Lynam. Maj. Manser was selected as a Distinguished Graduate of 2012. (Photo: 1st Lt. Paul Cassan)

CAP's Inspector General College Held at Kirtland AFB

by Lt. Col William Lynam, CAP, Arizona Wing

ALBUQUERQUE, N.M. – The biennial Inspector General College was held at Kirtland AFB in Albuquerque, N. M. on June 3-8, 2012. The college was attended by 48 students from 27 states and Puerto Rico. Representatives from CAP National headquarters were also there, including Maj. Gen. Charles L. Carr who made it a point to introduce himself personally to each student individually.

Three members from Arizona Wing attended the course. They were Wing IG Maj. William "Les" Manser, Wing Legal Officer Capt. Richard D. Shortridge, and Asst. IG for Training Lt. Col. William Lynam.

This year, a new category of graduate was announced, "Distinguished Graduate," a distinction that came along with a unique course completion certificate. Four such awards were made this time, recognizing those individuals who had contributed the most to the college and were "summa cum laude" graduates. The curriculum was very "hands on," including many behavioral tasks. Of the continuous exercises demanded of all student attendees, those who scored the highest were awarded this special recognition.

Arizona Wing IG Maj. Manser was recognized as a Distinguished Graduate, the first time that this category was used. 🇺🇸

Tourtel Named Southwest Region's Unit Public Affairs Officer of the Year

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – Lt. Col. Jay T. Tourtel, public affairs officer for Albuquerque Heights “Spirit” Composite Squadron, was named Civil Air Patrol’s Bud V. Payton Unit Public Affairs Officer of the Year for CAP’s Southwest Region (that includes Arizona, Arkansas, Louisiana, New Mexico, Oklahoma and Texas Wings).

Tourtel, a former cadet with over 30 years’ active service in CAP, has been a member since October 1971, when he joined at the age of 14, having served in many leadership positions and earning the Gen. Carl A. Spaatz Award, CAP’s highest cadet award, presented to him in February 1978 by then-Colorado Gov. Richard D. Lamm.

At the squadron level, he has served as public affairs officer, leadership officer and squadron commander. He has also served as group deputy commander and inspector. At the wing level served as professional development officer, director of logistics and editor of Colorado Wing’s newsletter, the *Flyer*, and its quarterly feature magazine, *Peaks and Planes*. He left CAP in March 1997 to pursue other interests.

He rejoined in October 2005, serving as Eagle Cadet Squadron’s leadership officer and public affairs officer. The newsletter he produced at Eagle Squadron, *The Eagle Flyer*, was the 2007 recipient of CAP’s Major Howell C. Balsem Award (honorable mention) for outstanding newsletter. He also served as New Mexico Wing cadet programs development officer from February 2007 to March 2009.

In April 2010, he transferred to Spirit Squadron, and that November was named Public Affairs Officer of the Year at the New Mexico Wing Conference. He has been recognized at the squadron, Wing, Region and National levels for his output, work ethic, quality of work and dedication.

In August 2011, he was named New Mexico Wing assistant public affairs officer and newsletter editor. The Wing newsletter, *Flight Line*, has been well received at all levels of command. In December 2011, he was recognized by the squadron with CAP’s Achievement Award for his outstanding work as both public affairs officer and recruiting and retention officer.

His awards and decorations include the Meritorious Service Award; Commander’s Commendation (third award); Achievement Award; Unit Citation; Paul E. Garber Award with bronze star; Grover Loening Award; Leadership Ribbon with Silver Star; Membership Ribbon; General Charles E. “Chuck” Yeager Aerospace Award; General Carl A. Spaatz Award; Command Service Ribbon; Red Service Ribbon with 30-year clasp; encampment ribbon; and senior recruiter ribbon. He lives in Albuquerque with his son, Cadet Airman First Class Tyler J. Tourtel, who has been a member of CAP and the squadron since June 2010. (Photo: Cadet Airman First Class Tyler J. Tourtel) 🇺🇸



Louisiana Wing Member Earns Regional Brewer Award

by Capt. John C. Wigginton III, CAP, Louisiana Wing

NEW ORLEANS – Longtime Civil Air Patrol member Lt. Col. Katherine Beauford has earned the Frank G. Brewer Sr. Civil Air Patrol Memorial Aerospace Award for the Southwest Region. Col. Beauford is assigned to the Pontchartrain Composite Squadron based in Harahan, La. A retired educator who taught in Jefferson Parish schools for thirty-two years, she is a lifelong CAP aerospace educator who has been a CAP member for 23 years.

This is Beauford's fourth Brewer Award, in recognition of her aerospace education work. Earning the Southwest Region award makes her one of the top eight CAP aerospace education officers in the nation. Previously, she had earned three state-level Brewer Awards for outstanding and significant contributions to aerospace education. She has also earned a Lifetime Achievement Brewer Award that requires CAP membership for over twenty years as an aerospace educator, having made significant achievements and contributions to the field. Brewer Award nominations require strong justification that supports significant achievements and/or contributions to the aerospace field.

The Frank G. Brewer, Sr. CAP Memorial Aerospace Award is presented annually at three levels: wing, region and national. There are four award categories: CAP Cadet Member, CAP Senior Member, Individual or Organization outside of CAP, and Lifetime Achievement.

The award was established on December 31, 1959, to serve as a memorial to Frank G. Brewer Senior and his lifelong interest in aviation, youth, and education. The award was conceived with the help of Brewer's son, CAP member Col. Frank Brewer, Jr., and CAP's Aerospace Education Awards Group. The elder Brewer was a CAP member for fifty-three years who lived to the age of ninety-two.

In the summer of 1943, during World War II, Frank Brewer, Sr. formed a foundation that awarded an annual trophy in honor of his two sons who served in the War. The trophy is awarded to an individual, group of individuals, or an organization for significant contributions to the enduring values of aerospace education in the United States.

Carrying on the family tradition, Frank G. Brewer Senior's grandson, CAP member Rob Brewer, is now actively involved with the Brewer Awards selection process. 🇺🇸





A Very Personal Memorial Day

by 1st Lt. Carol Collins, CAP, Arkansas Wing

TEXARKANA, Ark. – This Memorial day, May 28, 2012, brought back some memories from the past. The family memories; you know the kind. Where families come together and talk about, “My kid joined the Air Force on graduation day.” Then, under the shade tree in the back yard, where everybody had a story to tell, they would start on their own bragging rights. For America. You know how Johnny was this in school and Susie was that and always the smartest of the younger kids, and then every boy was signing up for some branch of service. That was the thing to do. And they were proud of it, too.

Then Grandpa would say his bit and then the Ruler – that would be Grandma of course – had the answer to all their kid’s endeavors. Whatever the kids were in, or up to, Granny had a way of knowing. And when she told it, it was told for good, and no one questioned Granny.



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Now, as I looked at this Memorial Day, I saw a remembrance of the old marching down Stateline, Texarkana, Texas and Arkansas. These Civil Air Patrol young men and women were the US Air Force Auxiliary. Cadet Master Sgt. Samuel Brown was the right guard, and Cadet Airman Basic Adam Turner the left guard, while Cadet Staff Sgt. Elizabeth Speer carried the American flag and Cadet Master Sgt. Skylar Harbin carried the POW/MIA flag, all marching in step from the Court House to the Vietnam Wall Memorial.

A group of veterans and family members were waiting for the program to begin, with songs and prayers, and the reading of the names of the POWs and MIAs.

And I looked at life today. It is an honor to be a member of Civil Air Patrol and serve in any capacity. We have many opportunities here in Texarkana. We have Cadet Programs and Emergency Services in all 50 states. We are Citizens Serving Communities.

This is my bragging rights story. And as I see it, as Public Affairs Officer for the 95th Squadron, that's my job. 🇺🇸

Below: 1st Lt. Carol Collins and Judge Sterling Lacy stand in front of the Texarkana Vietnam Wall Memorial. Collins and Lacy worship at the same church.





Top: Group photo outside the EagleMed Fixed-Wing Aircraft with the Flight Nurse and Flight Paramedic.

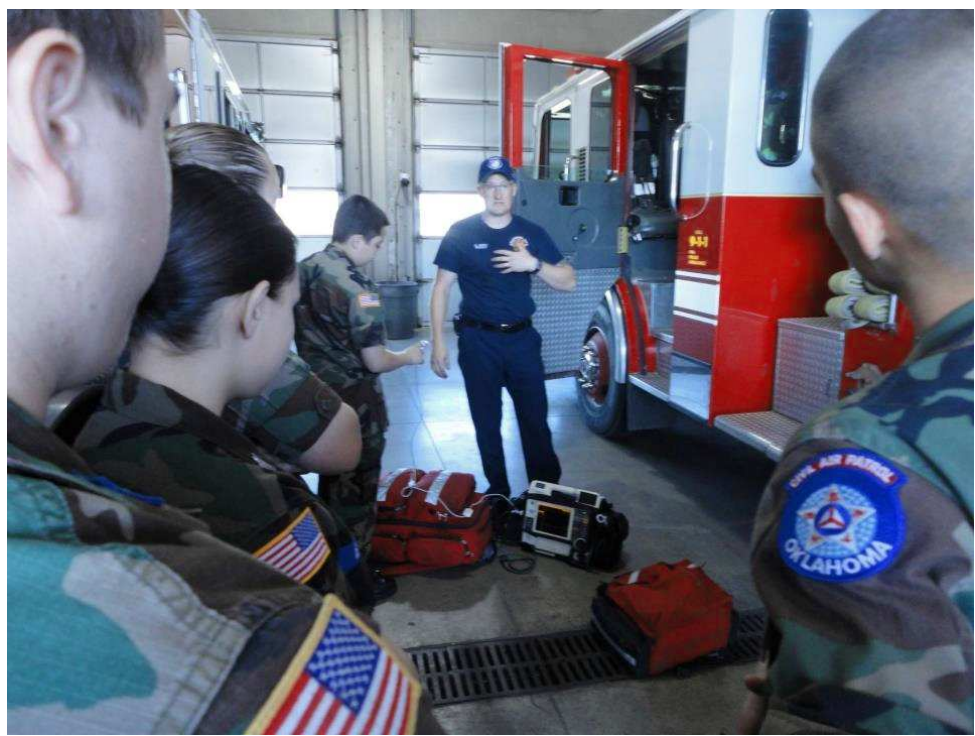
Below: An Oklahoma City Fire Dept. paramedic explains the Advanced Life Support equipment carried on the fire engine.
(Photos: 1st Lt. Jermaine Down)

Oklahoma Wing Cadets Learn About Emergency Medicine

by Capt. Rob C. Maucere, CAP and 1st Lt. Jermaine Down, CAP, Oklahoma Wing

OKLAHOMA CITY – On May 19, 2012, cadets from the Oklahoma City and Shawnee Composite Squadrons began a long but eye-opening experience delving into the world of emergency medicine. The tour, hosted by the Oklahoma City Composite Squadron 113, encompassed an all-day event that introduced the various aspects and career fields involved in emergency medicine.

Cadets explored five metro area facilities that included the Oklahoma City Fire Department Advanced Life Support Engine





Company, EMS Authority Operations Facility, City of Norman Police/Fire/9-1-1 Dispatch Center and Operations Facility, EagleMed AEROVAC fixed- and rotor-wing facilities at Sundance Airpark, and the Will Rogers World Airport Crash/Fire/Rescue Center.

At the Oklahoma City Fire Department, cadets were introduced to the role of the fire department as first responders. In recent

years, the role of firefighters has placed more emphasis on emergency medical services (EMS) than traditional firefighting. EMS calls constitute over 90% of a typical fire department's workload. Since firefighters are normally the first to respond to an EMS call, firefighter/paramedics introduced cadets to the tools they use to stabilize patients at the scene of an emergency. Cadets also got a close look at the different fire engines in the station and had the opportunity to handle some of the firefighting gear. A few cadets were allowed to try on the bunker gear and Self-Contained Breathing Apparatus (SCBA).

At the Oklahoma City Emergency Medical Services Authority Operations Facility, cadets learned about the agency's role as an EMS Transport Agency. An EMSA Emergency Medical Technician described the team method used in providing high-quality emergency medical care while transporting patients to the hospital. Cadets had the chance to sit in the paramedic's chair and get an appreciation for providing patient care while the vehicle is in motion. They also learned how the roles of the paramedic and EMT differ. Cadets looked in the cabinets and storage areas to see what kind of equipment a typical ambulance carries.

Above: Cadets get a feel for how 9-1-1 calls are handled, and a look at Public Safety Dispatching.

Right: Cadets are shown the critical care equipment in the EMSSTAT Mobile ICU.

The cadets then went to the City of Norman, Oklahoma's joint Police/Fire/EMS 9-1-1/Dispatch Facility, where they were given a briefing on the role of a 9-1-1 Center, or Public Safety Answering Point. They were shown the





procedures that take place when a 9-1-1 call is received, and also the computer-aided dispatch software that the staff uses. They saw how staff interacts with callers and witnessed the staff providing pre-arrival instructions to callers with medical emergencies. The cadets also got to observe staff members dispatching police officers and EMS personnel to different emergencies in the city.

The cadets were brought to the City of Norman's EMSSTAT EMS Operations Facility to tour their specialized ambulance, the Mobile Intensive Care Unit (ICU). An EMSSTAT paramedic explained the unique role of the ambulance that facilitates inter-medical facility transfers of very critical patients. The cadets got a good look inside and took note of the equipment that is specific to that ambulance.

Next on the agenda was the EagleMed AEROMED Facility at the Sundance Airpark in Oklahoma City. After a brief introduction to the role of AEROMED in EMS, the cadets were taken inside of EagleMed's fixed-wing aircraft. They were shown the patient transport compartment and got a feel for the aircraft's cockpit. They learned that the fixed-wing's role is to transport critically-ill patients over longer distances than can be accomplished safely and timely by ground ambulance or helicopter. After touring the fixed-wing section, they witnessed a rotor-wing aircraft come to a landing. Again, they were allowed to enter the aircraft and see the patient area and some of the equipment present in the helicopter. The cadets also got to hear about the rotor-wing's mission that consists in responding to the scene of critically ill or injured patients and facilitate rapid transport to the nearest appropriate facility. The aircraft can also support short-distance transfers that are impractical for the fixed-wing aircraft.



Above: At Will Rogers World (WRWA) Airport Crash/Rescue, firefighters let cadets see how heavy the Jaws of Life are.
Below: An Oklahoma City firefighter/paramedic lets Cadet Sr. Airman Rhi Briggs don bunker gear and SCBA

As their last stop for the day, the cadets were introduced to the unique challenge of providing EMS and firefighting support to the Will Rogers World Airport, an active installation. They were shown the department's rescue/EMS truck, and got a look at some of the EMS and rescue equipment the truck carries. They also got to see the different types of firefighting trucks that the department uses, and the roles they play in aircraft firefighting.

This tour was only a small portion of a larger OK-113 Medical Education and Training Program, designed and instructed by 1st Lt. Jermaine Down to give cadets a comprehensive look at a career field often overlooked by CAP's cadet program. Lt. Down's goal is to give cadets effective and meaningful medical orientation and training that would expose them to – and prepare them for – careers in emergency medicine in either the civilian or military work environment. 🇺🇸





Top: Louisiana Wing Chief of Staff Lt. Col. Amos Plante and Capt. Mark Warner process digital images taken by the aircrews.

Louisiana Wing Takes Part in Exercise Ardent Sentry 2012

by Capt. John Wigginton III, CAP, Louisiana Wing

BATON ROUGE, La. – During May 2-9, 2012, Louisiana Wing Civil Air Patrol, (CAP), participated in state-wide operations in support of “Ardent Sentry 2012,” an exercise developed by U.S. Northern Command (USNORTHCOM) and requiring CAP’s involvement as a subordinate non-combatant, volunteer civilian component of 1st Air Force (AFNORTH).

Ardent Sentry 2012 was designed to focus on the Defense Department’s support of civil authorities, as well as evaluate the emergency management and disaster assessment capabilities of CAP’s Louisiana and Texas Wings.

Specifically, it was to measure CAP’s response and ability to work with both military and civilian agencies during a simulated Homeland Security and hurricane disaster event.

Ardent Sentry 2012 featured an exercise scenario that many in the Gulf region can relate to – a simulated tropical storm moving through the Gulf of Mexico with the potential of becoming a major hurricane. In response to the storm, various civilian and military agencies began simulated preparations for a possible landfall on U.S. soil.

Several civilian organizations as well as U.S. and Mexican armed forces participated. The North American Aerospace Defense Command (NORAD), U.S. Northern Command, U.S. Marine Corps North (MARFORNORTH) Intelligence Fusion Center, U.S. Army North, the Louisiana

Governor's Office of Homeland Security and Emergency Preparedness and FEMA played important roles.

"Louisiana Wing had a very successful exercise during Ardent Sentry 2012 and worked well with Texas Wing, AFNORTH, and the many agencies that were role players in the simulated disaster. I'm very proud of the men and women of this wing who performed so competently and effectively," said CAP Col. Cecil "Art" Scarbrough, Louisiana Wing commander.

As tasked by the 1st Air Force through CAP's National Operations Center, Louisiana Wing responded to the exercise by providing pre-storm and post-storm damage and disaster relief assessments obtained by aerial and ground teams.

Civil Air Patrol is one of the mainstays of AFNORTH's ability to provide vital imagery to civil authorities. When tasked to execute missions as the Air Force's Civilian Auxiliary, CAP units across the country can quickly respond to provide military, federal, state and civilian agencies much needed imagery that is used to analyze and assess conditions on the ground prior to, during, and after a natural or man-made disaster.

Louisiana Wing has fourteen squadrons located throughout the state. Its membership consists of some 560 highly-trained professional volunteers who are prepared to serve the nation, state, and local communities at any time.


During Ardent Sentry 2012, the wing fielded a mobile command/communications van and 14 ground support vehicles, activating ten aerial reconnaissance and transportation aircraft. One airplane is uniquely equipped with specialized optics that can send real-time, full-motion video to a partner agency. Furthermore, through direct communications with that agency, the aircrew can receive specialized instructions and changes in the sortie plan as needed. The wing also boasts an extensive UHF and HF radio network that is independent of all other communications infrastructure.

Louisiana Wing activities were directed by a core incident command staff operating at the wing command post in Baton Rouge. Present at the command post during much of the exercise was the AFNORTH Emergency Preparedness Liaison Officer (EPLO) for Louisiana, Col. Allen Pierson, whose function was to observe and facilitate interactions between the wing and AFNORTH.

Over a three-day period during Ardent Sentry 2012, Louisiana Wing safely completed a total of 41 air sorties, amounting to over 78 hours of flight time. It also completed nine ground sorties. The wing's aerial and ground photographers took approximately 960 high-quality still digital photos. Over 560 of these were "geo-tagged" with target name, geographical location (longitude and latitude), date, time, and embedded direction arrows. These images were uploaded into the U.S. Geological Survey's Hazards Data Distribution System (HDDS) where authorized agencies were able to access the data and photos.

The wing demonstrated the capabilities of three of its aircraft that are equipped with Aerial Digital Imaging Systems (ADIS), equipment that allows aircrews to transmit, via satellite, high-resolution, digital photos to a CAP-supported agency within minutes. The system also makes it possible for the agency to request different camera angles or views of the targets or different targets in a matter of minutes.

In response to a request from the U.S. Marine Corps North (MARFORNORTH) Intelligence Fusion Center, CAP demonstrated the capability of a unique aircraft equipped with special optical equipment that produces full-motion, streaming video that can be delivered in real time. During Ardent Sentry 2012, "live" video of the New Orleans area interstate evacuation routes was delivered to the CAP Incident Command Post and was available to client agencies.

Louisiana Wing's Director of Emergency Services Lt. Col. Mickey Marchand said, "The many senior members and cadets who took part in the Ardent Sentry exercise did so in a superb manner. I commend all the aircrews, ground teams, and mission staff on their commitment, professional conduct, and their great job in obtaining the requested photographs." 



Top: New Mexico Wing commander Col. Mark E. Smith presents the Squadron of Merit certificate and streamer to squadron commander Lt. Col. Beverly A. Vito. Deputy Commander for Cadets 1st Lt. Nicki L. Voights looks on. (Photo: SM Teresa M. LeGalley)


Spirit Squadron Named Squadron of Merit

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – Albuquerque Heights “Spirit” Composite Squadron was named Squadron of Merit – an honor bestowed by National Headquarters upon the top squadron of every wing – at the squadron’s open house on March 29, 2012. More than 50 friends, family members and guests of the squadron were on hand to witness the award.

New Mexico Wing commander Col. Mark E. Smith – himself a founding member of the squadron – commended the unit on its superior achievement by presenting the Squadron of Merit certificate to squadron commander Lt. Col. Beverly A. Vito, and affixing the commemorative streamer to the squadron’s guidon.

The open house was a chance for non-members to see what the squadron was like, with hands-on static displays highlighting all three of CAP’s primary missions of emergency services, aerospace education and cadet programs. Cadets displayed their drill and ceremonies skills with an in-ranks inspection and drill demonstration.

Smith praised the achievements of the squadron by saying, “Spirit Squadron is truly the flagship squadron of New Mexico Wing.” 



Top: Cadets and senior members from six Texas Wing squadrons pose in front of F-35A, F-35B, and F-35C models at the Lockheed Martin Aeronautics Company's Fort Worth facility.

Below: Cadet Maj. Ariel Sten tries her hand at a flight simulator. (All photos courtesy of Lockheed Martin)

Texas Wing Members Visit Lockheed Martin Aeronautics Facility

by 2nd Lt. Johnathan G. Foster, CAP, Texas Wing

FORT WORTH, Texas – Air dominance, virtual reality, holographic video teleconferencing, nanotechnology, manufacturing exploration... these are terms the average person doesn't usually need in daily life. However, they are an everyday concern of aerospace workers, and became clear to Civil Air Patrol members touring Lockheed Martin Aeronautics' production facility. These terms define next-generation fighter aircraft technology in daily use by a leading U.S. defense contractor.

More than 40 cadet and senior members representing six squadrons from CAP's Texas Wing Group VI visited the facility on June 15, 2012, an event organized by Phoenix Composite Squadron. Accompanying the group was CAP Maj. Levent Vural, a member of the Ft. Worth Senior Squadron, who is a Lockheed Martin F-35 program employee.





Above: With their Lockheed Martin challenge coins in hand are (L-R) Cadet Tech Sgt. Rosemarie Kalahiki, Cadet Tech Sgt. Emily Tutton, Cadet Airman Gary Blanchard, and Cadet Maj. Ariel Sten.

Below: Cadet Tech Sgt. Rosemarie Kalahiki gets help with the flight simulator's controls.

The tour was divided into two groups, Raptor Flight and Lightning Flight, named for the company's newest fighter designs, the F-22 Raptor and F-35 Lightning II. The groups alternated through presentations on both aircraft, with senior members and cadets learning about each plane's development, capabilities and current production status from Ron Shue – the company's director of F-22 Modernization Programs – and CAP Lt. Col. Mike Skaff – a former Air Force F-16 pilot and now a Lockheed Martin F-35 business development executive.

Briefings included videos that showcased aircraft capability, flight testing, and testimonials from pilots operating the fighters in advanced training exercises, including "Red Flag" – an on-going inter-service competition hosted by the U.S. Air Force in Nevada and Alaska.

Four cadets who found F-22 or F-35 challenge coins under their seat were treated to virtual flights in either a Raptor or Lightning II cockpit simulator. "Taking off" from a representation of Nellis Air Force Base in Nevada, each cadet experienced visually what it is like to sit in one of two of the world's most advanced fighter aircraft.

"This is a great idea to inspire people to push themselves for the good things that can come from hard work," said Cadet Maj. Ariel Sten who helped organize the tour. "If cadets want to fly or be engineers





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this is a good experience to show them the possibilities, to put a lighthouse right in front of them that they can go out and reach."

Left: CAP members learn about virtual reality application in an aircraft's "design for sustainment."

Below: CAP cadets experience virtual reality in Lockheed Martin's Human Immersive Lab.

Later, four cadets who found "Remove Before Flight" lanyards near their seat were invited to explore the Human Immersive Lab (HIL), where Lockheed Martin evaluates human-machine

interaction, or "interfaces." As part of the HIL demonstration, the cadets assumed the roles of aircraft maintainers and loaded an Advanced Medium Range Air-to-Air Missile (AMRAAM) into the weapons bay of an F-35, while the remaining CAP visitors watched their efforts on a computer monitor.

The second part of the tour focused on advanced materials fabrication and production. Following a brief history of the production facility, also known as Air Force Plant 4, each tour group observed delivery and assembly along the F-35 production line. The groups also visited areas where company technicians produce composite materials and machine components for precision fitting.

"The tour probably took a lot of work, but hands-down it was one of the best," said CAP Maj. Sandra Smith, Rio del Fierro Composite Squadron commander. She added, "Lockheed Martin has inspired a new generation of pilots, engineers, and mechanics." 🇺🇸





Top: Arizona Wing Honor Guard and cadet members after receiving Arthur Herzberg upon his return from the Honor Flight to Washington, where he viewed the WWII Memorial and other sights.

Below: The Herzberg family enjoys the Civil Air Patrol's welcome-home reception.

Arizona Cadets Help a WWII Veteran's Dream Come True

by Cadet Master Sgt. Courtney Deinzer, CAP, Arizona Wing

PHOENIX – When the Squadron 302 Color Guard was doing a fund raiser at Chili's Restaurant, they were surprised to meet Arthur Herzberg, a true WWII Veteran. The conversation turned to the WWII monuments, and Herzberg said that for him it would just be a dream to see the monuments so he could thank all the people that made it possible for him to make it home.

The friends and family of Squadron 302 heard the story and banded to raise the money to send Herzberg on an Honor Flight trip. This



is a non-profit organization that sends WWII veterans to see the WWII monument in Washington and tour the many sites in our nation's capital.

On March 28, 2012 – with the help of Herzberg's family and Honor Flight – the Squadron 302 color guard team was able to present him with his ticket to Honor Flight, on live TV.

The only words that Herzberg managed to mutter were, "Thank you, this is a dream come true for me." With a standing ovation and salutes from several Civil Air Patrol cadets, he left with a tear in his eye.

On May 22, 2012, Herzberg took his trip escorted to his flight by Capt. Silas Goodspeed, the squadron's supply officer. On his return on May 24, the color guard and cadets were waiting to honor the men and women of WWII coming back on the plane. Herzberg said that when he came home from WWII it had been to an empty airport. What he received this time was the thank-you he had dreamed of for so many years.

The chance meeting of a WWII Veteran at Chili's Restaurant also opened the door for WWII veterans and CAP cadets to meet for lunch and talk and share stories of the past and present.

Squadron 302 members feel honored to know WWII veteran Arthur Herzberg, and are happy to count him as a friend.

Squadron cadets and senior members hope that all CAP squadrons across the country work with Honor Flight. As one of the squadron cadets put it, "You would be surprised, if you take the time to talk to a veteran, how interesting and fun it truly is." 🇺🇸

Below: Arizona Wing representative Lt. Col. Frank Scherer congratulates Mr. Herzberg.





Top: Capt. Doug Hosea (right) congratulates Ray Hicks before promoting him to the rank of Major. (Photos: Capt. Opal McKinney and 1st Lt. Rebecca McKinney)

Texas Wing Squadron Conducts Promotion Ceremonies

by Capt. Kelly Castillo, CAP, Texas Wing

MESQUITE, Texas – On May 22, 2012, the Black Sheep Composite Squadron promoted two senior members and two cadets, and also named one cadet to the position of acting cadet commander.

Squadron Commander Doug Hosea promoted Aerospace Education Officer Ray Hicks to Major. “The rank of Major has been a great achievement. I have worked my way up by dedication and a lot of study in the Civil Air Patrol,” said Maj. Hicks. “If you want to do your best, then you work to achieve your personal goals and the goals of Civil air Patrol.”

Kathy Schwarz was promoted to 2nd Lieutenant. Her children – Cadet Airman Basic Nathan Schwarz and Cadet Tech Sgt. Victoria Schwarz, who are also squadron members – “pinned” her new rank on her uniform. Lt. Schwarz is responsible for making sure that the communications room is up and running for the weekly VHF net.

Cadets Melody Cormish and James Peek received their first stripe, having earned the rank of Cadet Airman.



Above: Kathy Schwarz gets her new rank pinned on by her children, Cadet Airman Basic Nathan Schwarz and Cadet Tech Sgt. Victoria Schwarz.

Below: (L-R) Cadet Airman James Peek, Cadet Airman Melody Cormish, Maj. Ray Hicks and 2nd Lt. Kathy Schwarz..

Also, Cadet Tech Sgt. Victoria Schwarz was named to her new position of Acting Cadet Commander for the Black Sheep Composite Squadron while the current cadet commander takes a summer break. "Having my mom in the Squadron is amazing," said Cadet Tech Sgt. Schwarz. "She can share the same experience as me and knows what I am talking about. I love being able to watch her in action as a mission scanner."

"It is a real privilege to attend squadron activities along with my daughter Victoria," said 2nd Lt. Schwarz. "It is wonderful to be able to witness first-hand her growing passion for communications and ground team training." 🇺🇸





Oklahoma's Muskogee Nighthawks Composite Squadron Is Back on Top

by Capt. Clay Morton, CAP, Oklahoma Wing

MUSKOGEE, Okla. – In October 2010, the Muskogee Nighthawks Composite Squadron was in trouble. One of the oldest Oklahoma Wing squadrons, it was losing its commander to a job change, the city was on the verge of revoking its lease to occupy its own building on the airport where meetings had been held since 1972, diminishing funds would not allow for keeping the gas on to heat the facility during the winter, and only 5 members – between cadets and senior members – were attending meetings.

Such was the condition of a squadron that, in years past, had won multiple unit citations, been the focus of many a squadron in the wing as an example of success, and hosted one of the biggest air shows in the state of Oklahoma. Times were tough.

Chartered in 1948, the Muskogee Nighthawks were the second oldest continually operating squadron in Oklahoma. For the past 40 years, they had met at a small building donated with a zero-dollar lease by the City of Muskogee on the grounds of Davis Field Airport – a once thriving Air Force training base of the 1950s. During the 1980s, squadron senior members had pulled together an ambitious plan to host an air show as a fundraiser. By the early 1990s the Muskogee Air Show had become a regional favorite, with more than 50,000 in attendance and crowd pleasers such as the Thunderbirds as regular yearly visitors – with Civil Air Patrol at the helm.

But things went awry. In early 2001, longtime squadron commander Lt. Col. Don VanAlstine retired from CAP service, the economy soon hit the air show industry hard, forcing the Muskogee Air Show essentially out of business, in turn making fundraising and public affairs a challenge. The result was a downturn in membership.

By the fall of 2010, concerned about the squadron's survival, the Oklahoma Wing command staff began to piece together a plan to repair it. On Oct. 12, 2010, then 2nd Lt. Rick Rutledge, a long-time cadet and active senior member, was named commander and the plan to bring the Nighthawks back to health was set in motion.

"It was overwhelming, at first glance," says Rutledge, "I had been around CAP since 1996 and had seen many success stories, but this was a daunting task." By December, the squadron's numbers began to rise. "I immediately assembled every senior member on the roster and interested cadets with their parents in order to assess the immediate needs of the squadron and put attainable goals in play."

First on the agenda was to save their building, now in disrepair. "We had been meeting in the same place since 1972 and for most of that time the city had allowed us to keep the utilities on at no cost to the unit," Rutledge said. "With the economic downturn and city leaders looking for ways to reduce budgetary costs, our utilities were one of the first things they cut, making it hard for us to do much of anything in the facility."

Shortly before the squadron's change of command, the Oklahoma Army National Guard had handed the keys to their Muskogee armory – on airport grounds – to the city, eliminating a possible alternate meeting site for the squadron. Undeterred, Rutledge recruited some experienced members back into active participation, as they were needed to help right the wrongs. And so they did. By the summer of 2011, the Muskogee Nighthawks were one of the top five squadrons in the nation in terms of growth.

"We were up over 300% from the prior year's membership numbers simply because we put the program back together. We fixed what needed to be fixed and the staff helped me get us back active," said Rutledge. By year's end, the unit was the most active emergency services squadron in the wing – with more than 40% of its members qualified in one or more emergency services specialties. In December of 2011, Rutledge stepped aside and let a new commander continue the work. "It was time to take on another project. Besides, I was commuting 42 miles one way to attend weekly meetings," said Rutledge, "and the wing had another big project waiting for me."

Today, the Muskogee Nighthawks have one of the largest squadrons in the wing, with more than 40 members on the roster – of which more than 30 are active weekly. Cadet numbers are back to the same levels that they had been in the early 1990s, and thanks to an active cadet program they are promoting quickly. A new mentoring program has been put in place to help along the newest recruits, and retention is high.

It is agreed that the growth in cadet programs is the result of CAP's ability to offer what young adults are looking for in their personal life, giving them a sense of belonging, discipline, the thrill of achieving new skills that would be hard to come by outside of CAP, and a good way to spend time engaged in positive activities – personally and with their peer group. The unit has also become an outlet for some of their cadets, who have found new meaning in their life, acquired hope for their future, and have chosen to excel at everything they do.

Currently, the squadron is preparing to host the Oklahoma Wing Search and Rescue Evaluation in early 2013, with practice exercises planned for August, 2012 and February, 2013. Also, the former commander has started a new unit near his home in Tulsa. 🇺🇸

Cadet Capt. Garrett Dunlap explains the instruments in a Cessna 172 to a young attendee during the City of Muskogee's Touch A Truck event





Arizona Wing Color Guard Opens State Legislative Session

by Maj Jim Nova, CAP, Arizona Wing

PHOENIX – The Civil Air Patrol's Arizona Wing Color Guard presented the colors at the opening of the April 4, 2012 session of the Arizona House of Representatives at the state Capitol, in Phoenix.

In addition to the presentation of the colors, Arizona Wing Commander Col. Brian Ready led House of Representative members in the Pledge of Allegiance. Chaplain Emeritus (Lt. Col.) Steve Rountree said the opening prayer.

Second Lt. Kevin Deinzer, Deputy Commander for Cadets of the Deer Valley Composite Squadron 302 assisted with event coordination.

Members of the Arizona Wing Color Guard are Cadet Tech. Sgt. Courtney Deinzer, Cadet Master Sgt. Ryan Rauch, Cadet Master Sgt. Shauri Thomas, Cadet Master Sgt. Bradley Riethmann, Cadet Sr. Airman Klara Olcott and Senior Member Joy Olcott. 🇺🇸





Top: New Mexico Wing commander Col. Mark E. Smith and granddaughter Hazel share a moment together at the Great Cloth Diaper Change. (Photo: Lt. Col. Jay T. Tourtel)

New Mexico Squadron Helps Raise Awareness for Cloth Diapers

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On Apr. 21, 2012, 32 parents and their children participated in the Great Cloth Diaper Change, held at the Albuquerque Heights First Church of the Nazarene, home of the Albuquerque Heights “Spirit” Composite Squadron, Civil Air Patrol.

The diaper change was sponsored by the Real Diaper Association, an organization that promotes the use of cloth diapers over disposables. Parents at more than 300 locations worldwide participated in the event, with the goal of diapering 10,000 babies for the Guinness Book of World Records. (Last year they had set the record by diapering 5,026 babies.)

According to Melissa Frank, CEO of Lovely Pocket Diapers and head of the Albuquerque event, disposable diapers are the third largest contributor to landfill waste. “From birth to potty training (approximately 2 to 2-1/2 years of age), a baby will produce two tons of disposable diaper waste,” she said.

Frank also advocates the use of cloth diapers for economic reasons, since they can be reused and in the long run will save money over disposables.

The event was co-organized by Hillary Wenrich, a member of the church and daughter of New Mexico Wing commander Col. Mark E. Smith, who is also a church member. Smith’s granddaughter Hazel participated in the diaper change.

Cadets and senior members of the squadron provided support for the activity, including setup and takedown of tables and chairs, passing out snacks, and crowd control. “It’s our way to give back to the church,” said squadron commander Lt. Col. Beverly A. Vito. “After all they’ve done for us, it’s our pleasure to help them with this event.” 🇺🇸



Top: Cadet Senior Airman Juana R. Fox receives her Community Service Ribbon and certificate from squadron commander Lt. Col. Beverly A. Vito. (Photo: Lt. Col. Jay T. Tourtel)

Cadet Fox Earns Community Service Ribbon

by Cadet Sponsor Member Mary A. Fox, CAP, New Mexico Wing

ALBUQUERQUE, N.M. — On May 3, 2012, Cadet Senior Airman Juana R. Fox earned the Civil Air Patrol's Community Service Ribbon for providing more than 100 hours of service between May 2011 and May 2012. Cadet Fox has been a member of CAP and the squadron since June 2010.

The ribbon was presented by Lt. Col. Beverly A. Vito, squadron commander, who commended Fox for her commitment to serve her community. The award was presented before the squadron at the closing ceremonies of the weekly meeting.

Besides completing the 60 documented hours of community service for the ribbon – which included both local and international efforts – Fox also spent an additional 39 hours doing storefront solicitations for Wreaths Across America as part of the squadron's annual fundraising efforts.

When asked what inspired her to serve her community and squadron for so many hours, Fox replied, "I like to meet new people and I might get to see my friends by doing all these things. It also helps me to talk to adults. Young people don't talk to adults enough." 🇺🇸



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Top: File photo of the Beechcraft King Air E-90 – Tail No. N987GM – that the team was tasked to search for.

Bottom left: Part of the found wreckage showing the tail number. (Photo: 2nd Lt. James Moye, CAP)

Bottom right: The wreckage was obscured from the aircrew by the vegetation. (Photo: 2nd Lt. James Moye, CAP)

Texas Wing Runs a Successful REDCAP

by Cadet Tech Sgt. Tori Schwarz, CAP, Texas Wing

MESQUITE, Texas – Members of the Black Sheep Composite Squadron were contacted to locate a Beechcraft King Air E-90, a 10-passenger plane that fell off the radar in the early morning of July 7, 2012.

The plane had last been observed at 25 miles west of Shreveport, La., at an altitude of 14,500 feet during a severe thunderstorm as it traveled from Illinois to Brownsville, Texas.





Left: View of the wreckage as seen by ground team members. (Photo: 2nd Lt. James Moye, CAP)

Below: Cap. Barron uses his paramedic training. (Photo: 2nd Lt. Kathy Schwarz.)

Maj. Stephen Hudson, Incident Commander and commander of the Civil Air Patrol's Group II in Sulphur Springs, Texas, contacted the Black Sheep and the Gladewater Corsairs Composite Squadrons to participate in the ground search. The aerial search was conducted by the Nighthawk Composite Squadron.

Later on the same day, the Nighthawk aircrew successfully located the plane's wreckage about a mile west of Karnack, Texas.

Participating Black Sheep members included Capt. Jerry Barron, Capt. Opal McKinney, 2nd Lt. James Moye, 2nd Lt. Kathy Schwarz, and her daughter, Cadet Tech Sgt. Tori Schwarz. At 7:20 a.m., Capt. Barron had called Schwarz and said, "We have a REDCAP. Are you available?"

At 8:30 a.m the Black Sheep search team assembled at the squadron building, drew the wireless radios, loaded the gear into the CAP van, and headed towards Karnack. Three hours later, the team arrived at the accident site. From the air, the aircrew guided the ground team to the site itself. That was helpful beyond measure, since they could clearly see what the ground team could not.

While the senior members headed out in search of the wreckage, the cadets from both squadrons stayed behind, waiting for the Harrison County Sheriff's Department and Department of Public Safety State Troopers to arrive, as well as operate their radio communications.

After the senior members confirmed the location of the cockpit and the deceased pilot, the cadets were allowed onto the scene to look for other airplane debris.

After locating several pieces of the wreckage, the authorities took over control of the scene.

On the way home to Mesquite Metro Airport, the CAP members saw



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a vehicle accident on the road, just east of Longview, Texas. The car appeared to have struck the rear of an 18-wheel truck, causing the vehicle to swerve off into a ditch. The vehicle rolled once before coming to a complete stop. The CAP van stopped at the scene and members dismounted to render aid.

Capt. Barron was the first one out of the van, fire extinguisher in hand. A woman was running around in an agitated state, while her car was smoldering and setting the grass on fire.

Second Lt. Moyer reached the accident victim to calm her down and sit while Capt. Barron put out the fire.

"My first thought was to keep the victim calm and not let her run into traffic," said 2nd Lt. Moyer.

Capt. McKinney and 2nd Lt. Schwarz came with their 24-hour emergency packs and administered first aid while 2nd Lt. Moyer directed



traffic to keep it flowing safely.

Above: Capt. Barron talks with the victim about what happened as the EMS team makes sure she has no serious injuries.

Left: The wrecked car after Capt. Barron put out the fire. (Photos: 2nd Lt. Kathy Schwarz.)

"The victim had been wearing her seat belt, and this saved her life; and so did the air bags," said Capt. McKinney.

After the police and paramedics arrived, Capt. Barron helped place the victim on the stretcher and into an ambulance. Police and firemen thanked the CAP members, waving their hand and honk their horn in good-bye.

What a day! Two emergencies, and for both, the Black Sheep Composite Squadron ground team had been there to answer the call. 🇺🇸



My Page

John Adams Was Mistaken

AUSTIN, Texas – John Adams was in error when he jubilantly wrote to his wife that, “The second day of July, 1776, will be the most memorable epoch in the history of America. I am apt to believe that it will be celebrated by succeeding generations as the great anniversary festival.” As a politician, he believed that the day in which the decision had been made would be the important moment that would forever mark that decisive turning point in the tide of history.

But his belief was not to become reality. Instead, from the very start, everyone has remembered July 4, 1776, the day in which Congress approved, signed, dated and published the document proclaiming the Declaration of Independence. From the moment it was announced, everyone has identified the proclamation with the 4th of July.

In the last quarter of the 18th Century, communications were inefficient at best, and perhaps the members of congress were the only ones to know that they had voted for separation on July 2, 1776. For the rest of America, the news broke on the 4th day of that month, and that’s how it was remembered. Some have speculated that that “fourth” has a close sound relation with “forth,” thus serving to emphasize that the new country had taken an irrevocable step marking a forward movement towards a bright and promising future.

In the comfort of hindsight, this is what contemporary Americans consider the day to have been, though such a bright destiny was not at all apparent to those brave men who, at a stroke of the pen, were risking everything – position, personal wealth, indeed life itself – to break away from the distant autocratic government of George III who until then had ruled the colonies, denying them self-determination.

To put the above in context, for 1776, the total population of the 13 colonies has been estimated at 2.5 million and England’s at 4.5 million. Although England and Scotland had more than double the population, the land mass of the 13 colonies was many, many times greater than that of England. But England had vastly superior armed forces, commerce, organization, maturity and industry compared to the new country, so America’s success in the War of Independence had not been at all assured.



Thus in that July of 1776 the American people rejoiced, unaware of the long and arduous path they would need to traverse until the new republic had finally defeated the Kingdom of Great Britain on Sept. 3, 1783 – a success made possible by the great distance from England to America that strained England's supply lines, the vast extent of American lands with few – if any – roads for military movement, and in part by the material help of Louis XVI, King of France.

However, independence is a powerful idea that easily travels over land and sea. France itself would soon experience it, as the monarchy was to fall victim to the bloody French Revolution on July 14, 1789, when the people rose and took by storm the Bastille of Paris – the French kingdom's notorious prison within whose walls many political enemies had been routinely detained, tortured and often killed.

History has a rhythm of its own, and although historians derive lessons from its record, the common person tends to ignore what is past and reacts to outside pressure in the present. When that stress becomes unbearable, people tend to act emotionally, taking risks that they would not have hazarded otherwise.

Today we celebrate the Fourth of July with fireworks, gatherings, parades and speeches, many of them heart-felt. Such demonstrations of happiness are usually toned down during times of war. But the fireworks are always part of the event. Fireworks that – especially for those of us who have served – are easily associated with the explosive nature of human conflict and the overriding knowledge that freedom is not free.

Freedom, in fact, demands payment, and this is most often exacted in blood.

As we create the 21st century with our actions, we find ourselves living in an unsettled world, surrounded by unrest and the ever-present turmoil of revolt, dissension, suffering, war and strife. Wherever people live, the weight of injustice engenders the will to live free; this, in turn, often leads to armed conflict.

At the birth of the United States of America, the Continental Congress of the Thirteen Colonies resolved to form a nation of laws, establishing a government based on the orderly transfer of power, formed in three branches that were designed to balance and limit each other so as to prevent even the appearance of tyranny and injustice. The new republic, in fact, vested the power of government on the people themselves, who would resolve their differences through the rule of law and by exercising the right to free elections.

This was a novel idea, so radical that it differed substantially from those conceived before it. There had been other governments of the people in the past, notably the democracy of the Greek city-state of Athens in the 5th Century BC, and the Roman Republic in the 1st Century BC, as well as short-lived republics in Europe and Asia until the creation of the Swiss Confederacy in the 14th century. In this historical relative vacuum, the American republic was born, soon followed by the French Republic in 1789.

The humanistic ideals of the Renaissance and the concept of man's right to self-determination were central to the idea of what a modern republic ought to be. It is notable that the Swiss Confederation pre-dates the Renaissance. But it was not a republic in the modern sense – although it was substantially changed as the result of civil war, emerging in 1848 as the present Swiss Federal State.

The 20th century's world-wide conflicts of The Great War and World War II resulted in the death of kingdoms, creating the opportunity for republics to be formed in their stead. The few kingdoms that managed to avoid these radical changes were those that transformed themselves into constitutional monarchies.

It is ironic that from the beginning the people of the American Colonies spoke of "the old world" in relation to Europe and Great Britain, yet today the United States is the longest-lived republic of modern times, since the Swiss Confederacy was not quite a republic, and it wasn't until Switzerland's federal state of 1848 was created that its government could be considered to resemble America in its balanced political organization.



Throughout these twists of history, there is one concept that remains unchanged. Freedom is not free.

Furthermore, since lasting freedom is based on law and order, the selfish former concept of freedom as the license to do whatever someone wishes – no matter what consequences such actions might lead to – has been gradually tempered into accepting that any one person's rights end where someone else's begin. And this is at the root of America's greatness.

This is why on the Fourth of July those of us who enjoy the new freedom – and the protection of law – remember and honor those who have come before us, those who architected our form of government, and those who in the intervening years have defended our nation against all enemies. It is thanks to these courageous and selfless persons past and present who have been willing to die in defense of our nation and its government that we have a free nation to enjoy.

The Fourth of July does not belong to us. It is rightfully the earned reward of those who have given their all for us. Let us remember them with gratitude and praise. 🇺🇸

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NOTE: The opinions expressed in the editorial above are the sole responsibility of the author's, and they do not necessarily represent the official position of Civil Air Patrol.